

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #18-11**

**APPROVAL OF AN AMENDMENT TO  
THE 2015 BALTIMORE REGIONAL TRANSPORTATION PLAN (*MAXIMIZE2040*)  
AND THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Fixing America's Surface Transportation (FAST) Act to complete a long-range transportation plan every four years for the Baltimore region; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in a Transportation Improvement Program (TIP) with accurate funding schedules in order to be eligible for federal funding. Also, the TIP consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, the 2015 Baltimore Region Transportation Plan (*Maximize2040*) was prepared following guidance based on the 2005 legislation known as the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

**WHEREAS**, the U.S. Department of Transportation issued final Metropolitan Transportation Planning regulations for MAP-21 or the FAST Act on May 27, 2016 governing the development of metropolitan plans and programs; and

**WHEREAS**, development of *Maximize2040*, the FY-2018-2021 TIP, and subsequent amendments have followed a continuous, cooperative, and comprehensive planning process and consider and integrate as appropriate the federal planning factors documented in the Metropolitan Transportation Planning regulations (either February 14, 2007 *Federal Register* or the May 27, 2016 *Federal Register*, whichever was applicable); and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved *Maximize2040* at its November 24, 2015 meeting, with federal approval on January 15, 2016; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2018-2021 Transportation Improvement Program for the Baltimore region at its July 25, 2017 meeting, with federal approval on August 9, 2017; and

**WHEREAS**, the Maryland Department of Transportation on behalf of the State Highway Administration (SHA) has requested approval of an amendment to *Maximize2040* and the FY 2018-2021 TIP through the approved long-range plan and TIP amendment process; and

**WHEREAS**, SHA proposes to use the design-build project delivery approach to implement an Active Traffic Management project on I-695 from I-70 to MD 43, involving use of the inside shoulders for the a.m. and p.m. peak periods to add one lane in each direction; and

**WHEREAS**, SHA proposes, as part of the scope of these amendments, to remove the I-695 (MD 122 to I-95) project currently in *Maximize2040* and the FY 2018-2021 TIP as well as the I-70 “Triple Bridges” study currently in the FY 2018-2021 TIP; and

**WHEREAS**, (1) the estimated total cost of the I-695: I-70 to MD 43, project is \$251,000,000, (2) the BRTB has identified the sources of reasonably anticipated funds for this project based on financial forecasts prepared for *Maximize2040* and subsequent forecasts, and (3) SHA and the BRTB have determined that sufficient funds are available to cover the estimated cost of the project. Within this context, the BRTB has found that the proposed amendments comply with the fiscal constraint requirements for *Maximize2040* and the FY 2018-2021 TIP (see attachment for details); and

**WHEREAS**, the I-695: I-70 to MD 43 project would add capacity to the transportation network and thus was included in the regional emissions analysis of the conforming *Maximize2040* and FY 2018-2021 TIP (with the assumption of a year of operation of 2023); and

**WHEREAS**, the I-695: I-70 to MD 43 project was included in the modeled transportation network and 2030 and 2040 horizon year modeling tested in the regional emissions analysis; and

**WHEREAS**, the I-695: MD 122 to I-95 project has been removed from the modeled transportation network and the corresponding 2030 and 2040 horizon year modeling retested in the regional emissions analysis without this project; and

**WHEREAS**, The Interagency Consultation Group (ICG) has determined that implementation of the I-695: I-70 to MD 43 project will not worsen the region’s air quality or delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures (TCMs), consistent with the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, the proposed amendments to *Maximize2040* and the FY 2018-2021 TIP were publicized for public review from February 12, 2018 to March 14, 2018 with three public meetings and a presentation to the Public Advisory Committee. No public comments were received.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to *Maximize2040* and the FY 2018-2021 TIP and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its March 27, 2018 meeting.

March 27, 2018  
Date



—  
Michelle Pourciau, Chair  
Baltimore Regional Transportation Board

Amendment to *Maximize2040: A Performance-Based Transportation Plan* and to the FY 2018-2021 Transportation Improvement Program (TIP) with an Air Quality Conformity Determination

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I-695: I-70 to MD 43

Released: February 12, 2018



[www.baltometro.org](http://www.baltometro.org)

**Amendment to Maximize2040 and the FY 2018-2021 TIP  
with an Air Quality Conformity Determination**

This document describes a proposed amendment to *Maximize2040: A Performance-Based Transportation Plan*, approved in November 2015, and to the *2018-2021 Transportation Improvement Program (TIP)*.

**AMENDING MAXIMIZE2040 TO ADD THE I-695, I-70 TO MD 43 PROJECT**

The Maryland State Highway Administration (SHA) proposes to add a project to the 2015 long-range transportation plan (known as *Maximize2040*) and to the FY 2018-2021 TIP.

The table below shows details about this project. “Year of expenditure” cost is an estimate that accounts for inflation from the current year (2018) to the expected year of operation. Following this table are the corresponding pages from the 2018-2021 TIP.

Project	<b>I-695, I-70 to MD 43</b>
Project Sponsor	Maryland State Highway Administration
Jurisdiction	Baltimore County
Project Limits	I-70 to MD 43 (White Marsh Boulevard)
Description	Use the inside shoulders of I-695 to add one lane in each direction. Operation to be limited to the a.m. and p.m. peak periods. This project includes reconfiguration of the I-695 / I-70 interchange. Final scope details to be refined as the design-build process progresses.  This amendment also includes the removal of the I-695 (MD 122 to I-95) widening project from <i>Maximize2040</i> and from the FY 2018-2021 TIP as well as the removal of the I-70 “Triple Bridges” study from the FY 2018-2021 TIP.
Expected Year of Operation	2023
Projected Cost	\$251 million (year of expenditure)
Justification	This project will reduce congestion, enhance connectivity for daily life, and improve operations and safety on this segment of I-695.



SHA - Baltimore County

### 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

#### I-695: I-70 to MD 43

<b>TIP ID</b>	63-1802-41	<b>Year of Operation</b>	2023
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	6 to 8 lanes, 19 miles
<b>CIP or CTP ID(s)</b>	BANEW2	<b>Est. Total Cost</b>	\$251,000,000

**Description:**

The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. This project includes reconfiguration of the I-695 and I-70 interchange and potential future adaptive ramp metering.

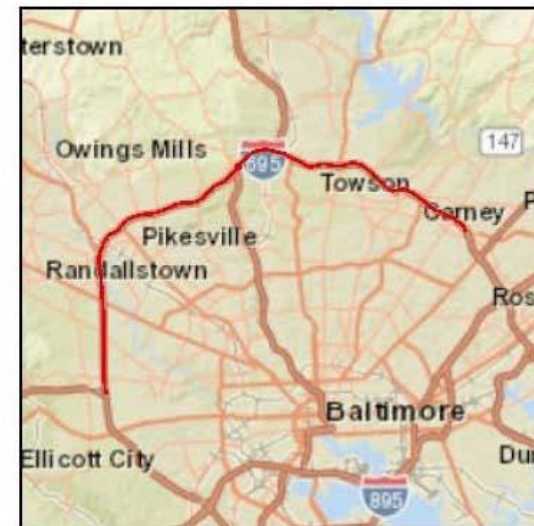
**Justification:**

This project will address capacity, safety, and operations concerns along I-695.

**Amendment:** This amendment adds a new project to the FY 2018-2021 TIP utilizing federal NHPP funds along with state match. Funding in the FY 2018-2021 TIP includes \$22 million in preliminary engineering funds (\$17.16 million federal/\$4.84 million matching) and \$99 million in construction funds (\$77.22 million federal/\$21.78 million matching) for a total of \$121 million. The total cost of the project is \$251 million, with construction funding extending into FY 2022 and FY 2023.

**Connection to Long-Range Transportation Planning Goals:**

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





SHA - Baltimore County

2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

I-695: I-70 to MD 43

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -NEW

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$17,160	\$4,840	\$60,060	\$16,940	\$99,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,120	\$880	\$10,140	\$2,860	\$3,900	\$1,100	\$0	\$0	\$22,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$3,120</b>	<b>\$880</b>	<b>\$10,140</b>	<b>\$2,860</b>	<b>\$21,060</b>	<b>\$5,940</b>	<b>\$60,060</b>	<b>\$16,940</b>	<b>\$121,000</b>
<b>Total</b>	<b>\$3,120</b>	<b>\$880</b>	<b>\$10,140</b>	<b>\$2,860</b>	<b>\$21,060</b>	<b>\$5,940</b>	<b>\$60,060</b>	<b>\$16,940</b>	<b>\$121,000</b>

## ***Amendment to Maximize2040 with an Air Quality Conformity Determination***

### **PROCESS REQUIRED FOR AMENDING MAXIMIZE2040**

In response to federal law and regulations, the Baltimore Metropolitan Planning Organization (MPO), known as the Baltimore Regional Transportation Board (BRTB), has developed a dynamic process for amending *Maximize2040* (the Regional Transportation Plan) that meets federal requirements and involves participation from BRTB members and from the public at large. The process also requires that nonexempt (and regionally significant for air quality purposes) proposed project(s) undergo a formal air quality conformity analysis to ensure the plan retains its conformity status under the Clean Air Act Amendments of 1990 (CAAA). In addition, the BRTB must demonstrate that the plan is fiscally constrained. This means that the plan must identify specific committed or reasonably anticipated sources of funding for all programs and projects in the document.

Federal regulations require that the BRTB consider this amendment because **the project sponsor proposes a major new capacity-adding project** that was not included in the *Maximize2040* document the BRTB adopted on November 24, 2015 or in the FY 2018-2021 TIP.

### **ASSESSMENT OF FISCAL CONSTRAINT**

Federal law requires that the BRTB analyze projects proposed for inclusion in plans and programs to ensure that the fiscal resources required to construct them are reasonably expected to be available within the specified time frame. SHA expects to use \$195.8 million in federal funds, with the remainder of the funding for the \$251 million estimated cost coming from state and local sources. Based on financial forecasts prepared for *Maximize2040*, SHA and the BRTB have determined that sufficient funds are available to cover the estimated costs of this project that will apply beyond the time frame of the 2018-2021 TIP. Within this context, the BRTB has found **the proposed amendments are in compliance with the fiscal constraint requirements for both *Maximize2040* and the 2018-2021 TIP.**

### **ANALYSIS OF AIR QUALITY CONFORMITY**

Under the Clean Air Act Amendments, areas designated as being in nonattainment or maintenance of air quality standards are required to review their current transportation plans and programs to ensure they are in conformity with the applicable State Air Quality Implementation Plan (SIP). The Baltimore region is a federally designated “nonattainment” area for ground-level ozone.

Federal law requires the MPO to analyze projects proposed for amendment to ensure they do not jeopardize the conformity of the plan under federal rules and guidelines. A technical process estimates the mobile source emissions associated with projected travel demand considering the latest planning assumptions and the transportation network supply. The estimated mobile emissions are compared to the mobile source emission budgets contained in the State Implementation Plan (SIP) for the Baltimore



## ***Amendment to Maximize2040 with an Air Quality Conformity Determination***

region. The mobile source budgets contained in the SIP document, prepared by the Maryland Department of the Environment (MDE), are established through technical analysis with the goal of attaining and maintaining federal air quality standards.

**The Interagency Consultation Group (ICG) has determined that the *I-695, I-70 to MD 43*, project is nonexempt from the requirement to determine conformity**, through review of the Transportation Conformity Rule (§93.126 and §93.127). This project will provide additional capacity to the transportation network. The ICG, consisting of representation from the MPO and the Maryland Departments of Transportation and the Environment, provided direction for how to move forward with the conformity determination. A conformity determination ensures that the implementation of the project in the *amended Maximize2040* and 2018-2021 Transportation Improvement Program does not worsen the region's air quality or delay the timely attainment of national ambient air quality standards. ***The conformity determination considers this amendment in addition to an amendment for the I-95 Express Toll Lane Northbound Extension (MD 43 to MD 24) project (Resolution #18-10).***

To determine conformity to air quality improvement objectives delineated in the SIP, a regional emissions analysis was performed using EPA's MOVES2014a model. The projected emissions from the regional transportation network, considering the combined effect of these projects together with the conforming long range transportation plan (*Maximize2040*) and the 2018-2021 TIP, do not cause the Plan or TIP to exceed the SIP mobile source emission budgets. The results indicate that mobile source emissions associated with the implementation of projects contained in amended *Maximize2040* and the TIP are below established mobile source budgets for all affected horizon years. Table 1 provides region-wide on-road emission estimates for three horizon years: 2020, 2030, and 2040. The estimates from 2020 reflect the emission estimates from the July 2017 Conformity Determination of *Maximize2040* and the 2018-2021 TIP. This year was not re-tested for this analysis, as no projects were changing status during these years. The 2030 and 2040 horizon years, however, were re-tested as part of this analysis and emissions results and budgets are highlighted. Emissions resulting from the 2020, 2030 and 2040 networks are below SIP budgets for each pollutant.

**Conformity Results: Implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures (TCMs).**

## Amendment to Maximize2040 with an Air Quality Conformity Determination

**Table 1**

Regional Emissions Analysis Results for *Maximize2040 and 2018-2021 TIP with I-95 Express Toll Lane Northbound Extension (MD 43 to MD 24) project in 2022 and I-695, I-70 to MD 43, Project in 2023*

Network-Based Analysis Ozone Precursor Mobile Source Emissions  
(average summer weekday, tons/day)

	Implementation		Motor Vehicle Emissions Budgets <sup>1</sup>	
	VOC	NO <sub>x</sub>	VOC	NO <sub>x</sub>
<b>2020</b>	21.9	49.4	40.2	93.5
<b>2030</b>	12.9	22.9	40.2	93.5
<b>2040</b>	10.2	19.0	40.2	93.5

<sup>1</sup> 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

### **PUBLIC COMMENT OPPORTUNITIES**

As mandated by federal law, the BRTB is providing opportunities for public review and comment on the proposed *Maximize2040* amendment, the 2018-2021 TIP amendment, and the related Conformity Determination. Information will be placed on the Baltimore Metropolitan Council website, provided to local planning agencies, and distributed to local media and interested parties.

### **PUBLIC REVIEW / COMMENT PERIOD**

The BRTB will provide a 30-day review and comment period for the enclosed plan amendment, the 2018-2021 Transportation Improvement Program (TIP) amendment, and Conformity Determination (see information about open house public meetings below). See Appendix B for a summary of public comments and BRTB responses (when available).

The BRTB will meet on Tuesday, March 27 at 9 A.M. at the Baltimore Metropolitan Council (1500 Whetstone Way, Suite 300, Baltimore, MD 21230) to consider approval of the associated amendment to *Maximize2040* and the 2018-2021 Transportation Improvement Program (TIP), with an air quality Conformity Determination.

## ***Amendment to Maximize2040 with an Air Quality Conformity Determination***

### **OPEN HOUSE PUBLIC MEETINGS**

The BRTB invites the public to attend the following public meetings relative to the amendment to *Maximize2040* and to the 2018-2021 TIP. All meeting locations are ADA-accessible for people with disabilities.

<b><i>Date and Time</i></b>	<b><i>Location</i></b>	<b><i>Access by Transit</i></b>
Tuesday, February 27, 2018 4:00 to 7:00 p.m.	American Legion Overlea-Perry Hall Post #130 8666 Silver Lake Drive Perry Hall 21128	
Monday, March 1, 2018 4:00 to 7:00 p.m.	Baltimore County Public Library – Lansdowne Branch 500 Third Avenue Lansdowne, Maryland 21227	MTA CityLink Yellow Route to Riverview stop: Hollins Ferry Road
Wednesday, March 7, 2018 4:30 to 5:30 p.m. <i>with Public Advisory Committee (PAC) Policy Subcommittee</i>	Baltimore Metropolitan Council 1500 Whetstone Way, Suite 300 Baltimore, MD 21230	MTA Route 94 to Fort McHenry and 71 to Patapsco; Charm City Circulator Banner Route